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No. 17,276.

號六十七百二千七第

日七十月八年丑癸

HONGKONG, WEDNESDAY, SEPTEMBER 17TH, 1913.

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Hongkong, 24th April, 1913. [609]

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7.00 a.m. to 8.00 a.m. ... Every 15 minutes.
8.00 " " 10.00 " " " 10 " "
10.30 " " 11.00 " " " 15 " "
11.30 " " 12.45 p.m. " " " 15 " "
12.45 p.m. " 1.15 " " " 10 " "
1.15 " " 1.45 " " " 15 " "
1.45 " " 2.15 " " " 10 " "
2.15 " " 5.00 " " " 15 " "
5.00 " " 8.10 " " " 10 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
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8.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 " " 11.00 " " " 10 " "
11.45 " " 12.00 noon " " " 15 " "
12.00 noon " 1.00 p.m. " " " 15 " "
1.00 p.m. " 5.00 " " " 10 " "
5.00 " " 6.00 " " " 15 " "
6.00 " " 7.00 " " " 15 " "
7.00 " " 8.10 " " " 10 " "
NIGHT CARS as on Week Days.
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TIME TABLE TO APRIL 30TH, 1914.

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Wireless Telegraph) as follows:—

NORTH BOUND.

1st Class Fares	Shanghai (Steamer) ...Lv.	Forenoon	Mon.	Wed.	Fri.
\$ 40.00	Dairen (S.M.R. Train) ...Ar.	3.20 p.m.	Mon.	Wed.	Fri.
Y 14.95	Mukden " " ...Lv.	11.25 " "	"	"	"
Y 11.50	Changchun " " ...Ar.	11.50 " "	"	"	"
R 9.60	Harbin (Russian Train) ...Lv.	6.50 a.m.	Tues.	Thurs.	Sun.
	" " " " ...Ar.	8.40 " "	"	"	"
	" " " " ...Lv.	2.00 p.m.	"	"	"

Connecting at Harbin with { State Express from Moscow, Wagon-Lits from Moscow, State Express to St. Petersburg.

SOUTH BOUND.

		Connecting at Harbin with		State Express from St. Pet'g.	State Express from Moscow	Wag. Lst. fr. Moscow
R 9.60	Harbin (Russian Train) ..Lv.	10 a.m.	Mon.	Wed.	Fri.	
	Changchun " " ..Ar.	6.30 "	"	"	"	
Y 11.50	(S.M.R. Train) ..Lv.	7.00 "	"	"	"	
	Mukden " " ..Ar.	1.50 p.m.	"	"	"	
Y 14.95	" " ..Lv.	2.10 "	"	"	"	
	Dairen " " ..Ar.	10.20 "	"	"	"	
Y 40.00	(Steamer)Lv.	Noon	Thurs.	Sat.	Sat.	
	Shanghai " " ..Ar.	Forenoon	—	—	—	

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the NORDDEUTSCHER LLOYD; and the NIPPON Yusen Kaisha, Shanghai; from whom
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Hongkong, 16th April, 1913. [594]

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HONGKONG.

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VEXES ROAD, T.C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 17TH, 1913.

It will be sincerely hoped that some satisfactory settlement of the problem of Home Rule for Ireland will result from the important discussion which Lord Loreburn has initiated in the United Kingdom. One of three courses must be taken: either (1) a Conference such as Lord Loreburn has suggested must settle the basis on which a measure of Home Rule shall be granted to Ireland; or (2) there must be a dissolution of Parliament and a general election; or (3) a resort must be had to the Referendum as a means of obtaining the direct verdict of the people upon the Bill which now threatens to become the law of the country by the means which the Parliament Act provides for ignoring the opinion of the House of Lords. There seems at present to be very little prospect of the proposed Conference being held, because of the difficulty of finding a common basis for discussion, but even though agreement by consent may not be possible, it is nevertheless desirable that a conference should take place before the question is again referred to the electors, as it ought to be failing agreement by consent. It is nonsense to say, as the leading Radical organ does, that the Government will not insult the country by asking again if it meant what it said in 1910. What did it say in 1910? It certainly cannot be said that the country gave a clear and emphatic mandate to the Government to carry through the Home Rule Bill. General elections are not fought on single questions. Though

one of the principal planks in the Liberal platform was the Abolition of the Lords' veto, it may confidently be said that the question of the maintenance of Free Trade was the determining factor in the election, and not the question of Home Rule for Ireland. Even allowing, for the sake of argument, that the demand for the Abolition of the Lords' veto was the important factor in the election that the Government claims that it was, it should not be forgotten that the veto of the House of Lords was not objected to merely because the Lords opposed the Liberal scheme of Home Rule for Ireland. The abolition of the Lords' veto was demanded because the House of Lords in 1910, by an overwhelming majority, rejected the Budget, and the primary object of the Parliament Act was to secure "the undivided authority of the House of Commons over finance in legislation." The Home Rule Question was practically a side issue. At any rate it cannot be claimed that the 1910 election was entirely fought on the question, and the obvious objection to submitting the question to the electorate now in the usual way of a dissolution of Parliament and a general election is that it is extremely unlikely that the result would express the views of the country on the single question of Home Rule for Ireland. It may represent the verdict of Ireland, but in England, Scotland and Wales the result of the polls would be influenced by other questions which make a more direct appeal to the electorate. For example, no secret has been made of the fact that the Government is counting upon a steadily improving attitude of the working classes towards national insurance and old-age pensions to ensure their gratitude and support in future elections for the Party responsible for these measures. A general election is certain to be complicated with all sorts of issues. The question of granting Home Rule to Ireland then is pre-eminently one for a Referendum, but against the introduction of this method of ascertaining the views of the people Liberal opinion, strangely enough, has always been strongly opposed, on the general ground that experience of the system in other countries has shown that it checks progress and enormously strengthens the forces of reaction. Be that as it may, if the judgment of the people is wanted on a particular question the Referendum is surely the most certain means of ascertaining it, and it may be added in this connection that the Unionist leaders are committed to this means of testing the country's opinion on Tariff Reform.

The new steamer *Tai Shan*, built at the Hongkong and Whampoa Docks for the Hongkong, Canton and Macao Steamboat Co., Ltd. is to be launched this morning.

A rhesa coolie was charged before Mr. Orme yesterday with plying for hire when insufficiently dressed. His Worship asked how long "these travelling regulations" had been in force. Inspector Withers said the regulations had always existed, but they had not been enforced prior to last November.

The Observatory yesterday reported that at 5 a.m. the typhoon was about 100 miles to the north-east of Aparri, travelling W.N.W. at the rate of 12 miles per hour. The Manila Observatory telegram dispatched at 10.15 a.m. reported the typhoon as near or over Aparri, and a further telegram received yesterday afternoon gave its position as in or about 120 deg. E. and 20 deg. N., travelling W.N.W. The red typhoon signals were hoisted in the harbour yesterday afternoon.

Before His Honour Mr. J. H. Kemp (Puisne Judge) in the Summary Jurisdiction of the Supreme Court yesterday action was brought by Yu Kau Hing against Leung Fuk Chuen claiming \$17, being for one month's rent in respect of the first floor of No. 9, Belcher Street; and against the Kwong Hing firm and Chan Tsam claiming a similar amount in respect of the ground floor of the same house. After hearing the evidence, in which it transpired that the tenants were turned out without receiving proper notice, his Lordship entered judgment for the defendant in each case with costs.

An application was made by Mr. George Hoggarth, on behalf of the Opium Farmer, to Mr. Orme that the 35 tons of opium concerned in a case in which the defendant had the previous day been fined \$2,000 should be handed over to the Opium Farmer.—Mr. T. H. King (Assistant Superintendent of Police) said the police had seized the opium, which was in accordance with the usual procedure in these cases.—Mr. Hoggarth stated that this was the first case of the kind under the new Section of the Opium Ordinance. The Opium Farmer did not want the Government to interfere with his monopoly.—His Worship granted the application.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPAN AND CHINA.

WARSHIPS ORDERED TO YANGTSE PORTS.

Tokyo, September 16th.

Several warships have been ordered to various ports in the Yangtze.

ANOTHER INTERNATIONAL INCIDENT.

A collision between Japanese railway guards and Chinese Police at Changli has occasioned a renewed outburst in the Press.

[THROUGH REUTER'S AGENCY.]

THE NANKING AFFAIR.

ANTI-CHINESE AGITATION IN JAPAN.

Tokyo, September 16th.

Two cruisers have been ordered from Sasebo to Nanking.

Both the public and the Press apparently regard the Government's demands on China as being insufficiently drastic, and efforts are being made to renew an anti-Chinese agitation. A mass meeting is being arranged for this purpose.

THE AISGILL RAILWAY DISASTER.

MIDLAND MANAGER ADMITS COAL TOO SMALL.

LONDON, September 16th.

The enquiry into the recent railway disaster at Aisgill was continued on Monday. The General Manager of the Midland Railway, Sir Guy Granet, deposed that after the Hawes disaster in 1910 the Company assigned £100,000 as a first instalment to effect improvements, including automatic signalling, safety valves on gas cylinders, and asbestos carriage floors. The Company were strongly opposed to the introduction of electricity instead of gaslight, and therefore had not carried out the Board of Trade's recommendations in this respect. He admitted that the coal in the engines concerned in the Aisgill collision was too small, owing to bad screening at the Colliery.

THE INDUSTRIAL UNREST IN BRITAIN.

LONDON, September 16th.

Messrs. Tilling's Bus Company denies that any men in their employ were suspended, but the Company declines to recognise the Union.

The railwaymen at Liverpool are in sympathy with the Dublin strikers, and are refusing to handle the Irish traffic. Three men were suspended for their action in this respect; upon which 1,600 struck on Monday.

DUBLIN'S TRADE PARALYSED BY STRIKES.

LONDON, September 16th.

The whole of the trade of Dublin is paralysed to-day, and prices of commodities are soaring. Huge riots are feared. The carriers have ceased their operations and have sent their horses to the country.

Builders' labourers in Dublin have joined the strike, 5,000 of them being affected.

HUNGER-STRIKE BY A STRIKE LEADER.

LONDON, September 16th.

The strike leader Connolly, who was sentenced to three months' imprisonment for seditious libel and inciting to riot, has been released, as he refused food for nine days. Forceful feeding was not attempted.

OBITUARY.

LONDON, September 16th.

The death has occurred at Buda Pesth of Professor Arminius Vambery, C.V.O., Professor of Oriental Languages at Buda Pesth University.

[The deceased Professor held numerous foreign decorations, including the Second Class of the Japanese Order The Holy Treasure. He had travelled much in Central Asia, and had published several works on travel, ethnography, and linguistics.]

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE HOME RULE DISCUSSION.

LONDON, September 16th.

Mr. John Devlin, M.P., speaking at Listowel, said that the Nationalists were ready for any concession short of sacrificing Ireland's nationhood, but they did not believe all the talk about a settlement by consent to be sincere, and were of opinion that its real object was to destroy the Home Rule Bill.

The *Westminster Gazette* emphatically declines a Dissolution, and says that the Liberals absolutely refuse to be intimidated by Sir Edward Carson's unloaded revolver. It is of opinion that the Unionist admissions that a change of government is necessary in Ireland is a proof that the Unionist stalwarts are already shifting ground.

The Home Rule Council announces that it is rapidly completing an extensive autumn campaign in England, in conjunction with the Liberal Associations. Mr. John Redmond and other Nationalists will tour the country, and will be supported by Liberal Members of Parliament. The Council asserts that the campaign will convince the electorate that in the absence of any alternative proposal it is in the interests of the Empire that the Bill should pass promptly, and adds that it is disposed to agree with Sir Edward Carson in his view that Lord Loreburn's proposal for a Conference is impracticable.

TURKS AND BULGARIANS IN AGREEMENT.

CONSTANTINOPLE, September 16th.

An official communique says that the Turkish and Bulgarian delegates on Monday arrived at an agreement on the principal points connected with the frontier question, and that a final settlement will be reached at the next meeting of the delegates on Wednesday. Though the officials refuse to give details, it is understood that Bulgaria accepted the main Turkish demands, including those in regard to the retention of Adrianople and Demotika, in return for minor concessions. The changed attitude of Bulgaria is attributed to her failure to secure the support of the Powers, "to the strength of the Turkish" forces at Thrace, and the rapid and successful revolution of the inhabitants in the districts round Gumuldjina, where the Moslems and Greeks mustered a force of 20,000, which Bulgaria would find difficult to subdue without the support of the Turkish Government.

TERRIBLE GAS EXPLOSION IN GERMANY.

HOUSE BLOWN BODILY INTO THE AIR.

CONRUD, September 16th.

A terrific gas explosion occurred during a search for a leak in a pipe in one of the streets of the town. A neighbouring house was blown bodily into the air, and six families were buried in the debris. Firemen and troops extricated a number of victims from the burning wreckage, but ten are still missing.

LATER.

Thirteen persons were killed, in the accident, and there are still four missing.

NEW GERMAN SOCIALIST LEADER.

BERLIN, September 16th.

The heads of the Socialist Party have selected Herr Fritz Ebert to succeed the late Herr Bebel as the Party leader. The choice is subject to ratification at a meeting of the Party.

THE NECKLACE THEFT.

LONDON, September 16th.

The hearing of the case against the five men in connection with the theft of the famous pearl necklace in the post between London and Paris was resumed on Monday.

Mr. Price, representing a firm of insurance assessors acting on behalf of Lloyd's, testified that two days after the reward of £10,000 was offered he received a letter from Messrs. Quadratstein and Brandstatter. He subsequently supplied an expert jeweller named Spanier with ten marked 1,000 franc notes, and eight of these were found in the possession of one of the prisoners.

THE COCAINE AND MORPHINE CASE.

MAXIMUM PENALTIES IMPOSED.

At the Magistracy yesterday morning Mr. G. N. Orme gave his decision in the case in which George Leopold Duncan, of Messrs. MacEwen, Frickel & Co., stood charged with being in unlawful possession of 188lbs. of morphine, and 519 ounces of cocaine on the 23rd August.

Mr. P. M. Hodgson (Crown Solicitor) prosecuted, and Mr. P. W. Goldring defended.

His Worship said—The facts of the case are as follows:—On the 23rd ult. two cases containing four hundred ounces of cocaine were carried out of the defendant's office. In the passage way of the office there were stored a number of cases containing morphine, some of which showed evidence of having been recently opened. In the strong-room were two cases containing cocaine, and other tins full and empty with signs of the recent packing of cocaine and morphine in sardine and starch tins. The packing of the cocaine in one of the two cases first discovered was completed by the addition of a number of boxes of photographic plates privately stored in defendant's office, and stated by him to be for his own personal use. The defendant himself accompanied Inspector Wilden round the premises, and gave him every assistance in opening and discovering everything in the office. At the end of the search, Inspector Wilden informed the defendant that he was going to arrest him. Defendant then went to see his comrade, and then returned and said, according to Inspector Wilden, "I accept all responsibility," or, according to his own evidence, "In the meantime you will have to hold me responsible." The defendant was then charged and the present case ensued.

The above facts have been given in evidence on behalf of the Crown, and for the defence evidence has been given of the storing and packing of the goods in question. This is to the effect that in the forenoon of the 21st of August the Canton comrade saw a certain party named, but not produced in Court, and arranged with him to store certain goods in the Hongkong office of the firm. He was in the office in the afternoon, and soon after 5 p.m. the same party appeared again and arranged with the Canton comrade for the immediate storage of the goods in question in the Hongkong office. Nothing was said by the Canton comrade to any responsible person in the office in the interval between the forenoon and 5 p.m., and at last, when all was quiet, the office boy, on the Canton comrade's instructions, let the strange parties and their goods into the shop by the back door. Packing went on between seven and nine on the 21st inst., and again on the 22nd inst., and then the goods were left, some in the strong-room and some in the passage, in the condition before described. On Saturday at 11 a.m. two coolies carried out two of the cases, and took them to the boarding-house where they were seized. I confess frankly that I am unable to believe the story that was told, that the Canton comrade, in the innocence of his heart, and absent-mindedly forgetting to mention this unusual circumstance during the day to the manager or to the comrade, did entrust the office boy with the authority to allow these outsiders to enter the premises and store goods therein; and, having taken this unusual liberty, did not even stay to see the storage completed; that the office boy, with the onus of this great responsibility upon him, let the strangers in and then retired to the office each evening and read a paper, while the strange customers were allowed to penetrate to the back of the manager's desk in the corner of the office and help themselves to the photographic plates required for filling their cases.

All of this evidence I feel compelled to discard in looking for the facts of the case, and I am reduced to the facts shown in the case for the prosecution, together with the evidence of the defendant as to his ignorance of the whole proceedings. But the latter must be discounted by his admission, putting the most favourable construction upon it, that he must be held responsible in the meantime. It was unfortunate for the defendant that he was not prepared immediately and entirely to disavow all that responsibility for the machinations of his subordinates or of folks entirely strange to him, which he now disavows so completely. Strangers had trespassed on his office in his absence and without his knowledge and left goods with which neither he nor his comrade claim any connection, and yet he admitted responsibility in the meantime, if not entirely. I am unwilling to believe that there could exist in the defendant's office such laxity as would admit of strangers entering his office and his strong-room, and placing therein some sixteen or seventeen cases and packing therein these forbidden drugs, without the knowledge of himself or his

comrade, but he has stated that such laxity did exist and I am unable to hold that it is quite out of the range of possibility for the defendant to ignore the doings in his office to the extent described by him; in other words, guilty knowledge on his part is not absolutely proved. I must, however, here comment on the evidence of the two comrades in the case and state my opinion that these are two men whose recklessness and negligence constitute a scandal to their firm and a danger to the Colony. Of the office boy it would not be reasonable to expect that he should not utilize his opportunities to the full, but I trust that steps will be taken to see that their powers for evil are effectually destroyed.

I have now to turn to the meaning of the words "possession, custody, or power," and to decide whether any or all of these terms is applicable to the relation of the defendant to the illicit wares stored in his offices. Is the master liable for the presence of these illegal drugs on his premises, even without his knowledge? The common law requires the proof of *mens rea* in a criminal offence, but this condition has been modified in the case of statutes directed to the protection of the public, or even of the revenue of the State. I believe the Ordinances under which this prosecution is brought to be directed to both these ends, and in the very highest degree to the protection of the public from certain deadly and pernicious drugs. I believe that with this aim in view the Legislature has intended to guard against such drugs being kept in anyone's possession, in the widest sense which they could express, leaving only to the Magistrate the duty of assessing the degree of guilt implied by possession in any particular case. I believe that it would be a travesty of the Legislature's intention in framing these Ordinances to divest a manager of the responsibility for the storage of such drugs on his premises, and the storage especially, not in bottles, or even boxes, but in such enormous quantities as were found in the premises of the defendant in this case. I have therefore to convict the defendant.

Lastly, as to the degree of guilt involved in this breach of the law, which the defendant has stated to be due to circumstances out of his control. On this point, it is necessary to consider not merely the legal, nor merely the moral side of the question, but also whether the defendant has used all the care and diligence in the conduct of his business, and in the supervision of his staff and his office which was humanly possible to prevent the introduction of this most serious public evil. A coolie convicted, as in the former case referred to, for carrying about a drug whose possession rendered him liable to the severest penalties might enlist our sympathy, and the absence of *mens rea* would count for much in mitigating the penalty. But, in this case, we have an intelligent and well-to-do European merchant, thoroughly conversant with the ways and the dangers of the trade in morphia and cocaine, yet impotent to prevent the use of his own personal offices for this extensive business in those drugs—a business which, on his own statement, may have been carried on time after time almost before his very eyes. I can find no excuse for such gross apathy, and in fining the defendant I must say that the penalties provided by the law are no real measure of the gravity of this offence. The defendant will be fined the maximum penalty of \$2,000 on each charge.

On the application of the Crown Solicitor, his Worship ordered the forfeiture of the cocaine and morphine to the Crown.

INSURANCE AND SHIPPING STRIKE EXPENSES.

ATTITUDE OF THE CHAMBER OF COMMERCE.

It will be seen from the following resolutions passed at a special meeting that the London Chamber of Commerce is not favourable to the proposal put forward by the Shipping Federation for making expenses consequent on strikes a subject of insurance to be effected partly by shippers:—

"That this meeting having considered a communication to the London Chamber of Commerce from the Institute of London Underwriters, dated July 22nd, 1913, and also the terms of the proposed strike clause for use in bills of lading therein referred to, is of opinion that it is unreasonable that one-half of the additional expenditure incurred by shipowners by reason of a strike should be thrown upon shippers or consignees of cargoes, and that such an innovation is inequitable, in so far as it will penalize shippers and consignees in respect of contingencies which are beyond their control. Further, this meeting is of opinion that the expenditure being outside the liabilities of the usual policy of marine insurance and irrecoverable under such contracts, should be met by the shipowners as being incidental to the usual business of ship-owning, and, as far as shippers and consignees are concerned, have been and should continue to be covered by the freight paid.

"That a copy of this resolution be sent to the Institute of London Underwriters, the Shipping Federation, the Chamber of Shipping of the United Kingdom, and the Board of Trade."

CHIEF OF POLICE AND OTHERS
SHOT.

REMARKABLE ACCIDENT IN THE CHINA SEA.
SIX MEN MISSING.

It is pointed out in the annual report on the Straits Settlements police gambling in Chinese clubs seems to be on the increase, owing, no doubt, to the fact that the police have in getting a conviction against persons arrested in these places. Five hundred and fifty-five warrants were issued last year, resulting in convictions in 184 cases, discharging the persons arrested in 9 cases, and in 271 cases the police were unsuccessful in proving incriminatory evidence, and in 104 cases the warrants were for various reasons not executed. Altogether 1,029 persons were arrested for gambling, of whom 2,711 were convicted and fined \$12,847.50, of which sum \$10,513.13 was paid.

CANTON, Sept. 15th.

Owing to the pending despatch of
Choi Kwan to clear out the brigands

INTERESTING REVIEW BY THE
CUSTOMS COMMISSIONER.

The question of facilities of transportation and speedy intercommunication is an economic as well as a military problem, and every step towards its solution tends to the homogeneity of the State and automatically advances the adoption of universal standards of dates, currency, weights and measures, languages, etc. In connection with improvements in communication, it may be recorded that the necessity for a very considerable extension of the facilities of wireless telegraphy in India has been fully recognised. The new wireless telegraphy station, with up-to-date modern plant, most of which has already arrived, is to be erected at Woomat on an early date, upon a site which is being arranged for with the Conservancy Board.

JOINT STOCK COMPANIES.

TRADE MARKS AND PATENTS.

close correlation with the

the registration of public companies comes the point of the registration of trade marks and patents, which, in embryo form, is kept by this office. The first trade mark thus recorded was received in November, 1903. There were 13,648 trade marks have been filed and have been assigned provisional numbers. It must be borne in mind that thus receiving trade marks for provision registration is the license Government not undertake to prevent infringing. No fee whatever is charged by this nor is any proof required that the authorities of the applicant are in any way cognizant of and support application, though in many cases proof is adduced. During the past year 963 trade marks and patents have been granted provisional registration. The procedure in the case of patents does

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially **WHOOPIING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c.,** which has been recognised unqualifiedly by the highest authorities. Also the **AFFECTIONS OF THE LUNGS** will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

IMPORTERS:
S. J. BETINES & CO.

VOELKEL & SCHROEDER. LTD.
SHANGHAI

STAMP COLLECTING.

STAMP COLLECTING

of most countries. The adoption of this hobby, which is now so general throughout the world, is of great educational advantage to the student class in China, whilst the contingent financial profit occasionally obtainable is also not to be lost sight of. A new Philatelic Association has recently been formed among the foreign community, which has brought to light numerous amateur collections of great value, and further demonstrated that philately may now be considered to rank with curio collecting.

THE USE OF ELECTRICITY.

The record of local improvement during the year would be incomplete without reference to the constant spread of the general use of electricity in the port. It is significant of the improvement in the standard of living that even the poorer classes of Chinese are now adopting this method of illumination, as they evidently find it more economical, as well as safer, than other illuminants. The charge for electric power supply from the Shanghai Municipal Council station compares favourably with those in any place in the East. The effect of a cheap power supply will doubtless encourage manufacturers to erect factories here for domestic purposes; and the potentialities of electricity are therefore an important factor in the development of the trade of the port, quite apart from its universal employment for mitigating the summer heat. The bulk of the older rice-mills are now driven by electric motors, which are already installed in one cotton mill, and arrangements are being made to supply others similarly. To meet the growing requirements of Shanghai, the new river-side generating station, on the river front, near the Point, is nearing completion. This station is equipped with a generating plant rated at 4,000 kilowatts, which, it is expected, will be ready for working in March 1913. So much is the demand for electricity increasing in Shanghai that already the existing plant, another 5,000 kilowatts of capacity, is not only completely utilized; and it is proposed to install it during 1914, at the place, which, year the capacity of the river-side station will be at least 12,000 kilowatts, which, together with Fearon Road plant, will bring the generating capacity of the Council's stations up to 18,000 kilowatts, or, at 24,000 horse-power.

THE CHINA SQUADRON.

Commander N E Archdale, to

PROGRESS IN ARCHITECTURE.

In architecture, the progress during the year has been most noticeable. Several of the principal shops on the Nanking Road have been rebuilt on modern lines, under the supervision of Chinese architects, and these new architects have also found full scope for their energies. The new buildings are considerably higher in most cases than those they replaced, whether for Chinese or for foreigners' use; and it is fortunate for architects that, so far, no attempt has been recorded to enforce the local application of the statutes concerning "ancient lights."

FIRE INSURANCE BUSINESS.

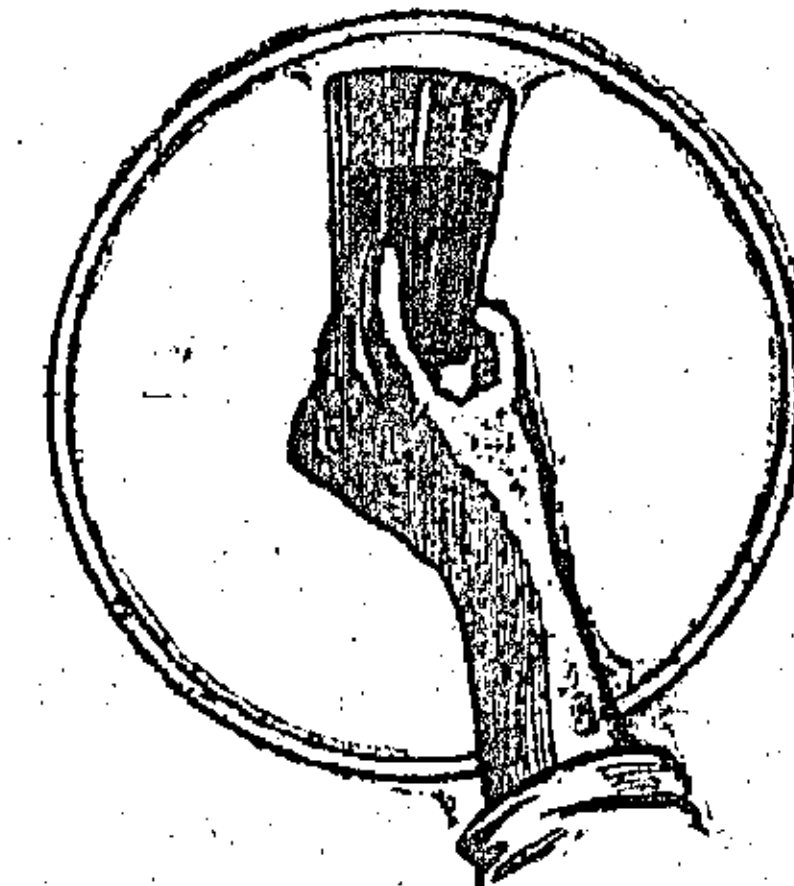
As bearing on the magnitude of the trade of the port, it is worthy of record that there are now 79 fire insurance companies under foreign flags, represented by 64 agencies, working in Shanghai. Chinese companies have almost ceased to exist. The gross premium of the companies for the year is estimated at 2,000,000 taels, giving a trade benefit to the agents of about half a million taels, out of which expenses of management have to

OLD BANGKOK CHURCH PULLED
DOWN.

The demolition of this building recalls the early days of the Catholic Mission in Siam. Father Corre, one of the priests who survived the troubles at Ayuthia, went to Cambodia at the fall of the throne and returned when Phya Khat, the last king, was restored to the country. Phya Khat held by him the post of Siam's first king, and was succeeded by Phya Tak to Father Corre. Here he built himself a residence pending the collection of the necessary funds for the erection of a church. But he was not destined to see the church erected. Father Corre died there in 1772. It was his wish that the memory of the events the faithful had passed through, events which seemed to him to be for the exaltation of the Holy Religion in Siam, should be preserved by calling the new church Santa Cruz. He died in 1773, but his wish was not forgotten. Bishop Pallegoix writing some time says there was only a small building on the site. It was "low and damp."

INTIMATIONS

THE BEST
THE BREWER'S
BREW



GUINNESS'S

**"WHEEL" BRAND
STOUT.**

SOLE AGENTS FOR CHINA:

**H. RUTTONJEE
& SON,**

14, QUEEN'S ROAD CENTRAL

**MAPPIN & WEBB,
LIMITED.**

NEW CONSIGNMENTS

STERLING SILVER WARE

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP
& CO.,

ALEXANDRA BUILDINGS.

CHATEAU ROAD

The tossing of a halfpenny to decide as to alternative courses of action, still almost universally prevalent in this country, is in origin (and largely in actual practice) an appeal to supernatural powers to give an indication by interference with the natural fall of the coin, as to which of the alternative courses is the more favourable to the interests of the individual who tosses the coin or agrees to follow its decision if tossed by someone else. "Heads I go; tails I stay where I am."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed Daily Press only, special business matter The Manager.

NEW ADVERTISEMENTS



IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of JAMES HAROLD SCOTT, late Master a.s. "PHEMPEN," deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probates Ordinance 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 15th day of October, 1913.

Creditors and Claimants are hereby required to send their Claims to the Undersigned by the above date.

Dated this 16th day of September, 1913.
HUGH A. NISBET,
Official Administrator.

NOTICE.

THE Drawing of 60 DEBENTURES of the CLUB GERMANIA payable on TUESDAY, September 30th, 1913, will be held at the Club at 6 o'clock on THURSDAY, September 25th, 1913.

Bearers of debentures are invited to attend the drawing.
For the Committee,
P. W. PFAFF,
Hon. Secretary.

Hongkong, 17th September, 1913. [1083]

COLONIAL EXHIBITION (JAYA) 1914

PERSONS who are interested in AMUSEMENTS, SHOWS, etc., are requested to obtain the necessary permission for placing same in the Exhibition as soon as possible from the Secretary General of the Colonial Exhibition, who will give them the necessary particulars.

[1082]

TO LET.

OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Vaux Road Central, the Premises now occupied by The South China Morning Post, Limited.

Possession, 1st May, 1914, or earlier.

"HOMESTEAD," No. 45, Peak. Immediate possession.

Apply to—

SANG KEE,
Care of COMMERCE DEPARTMENT,
Hongkong and Shanghai Bank.

Hongkong, 17th September, 1913. [1083]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamship

"COBLENZ,"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception of

Opium, Treasure and Valuables, are being

landed and stored at their risk into the hard-

ware and other extra hazardous Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Ltd., Kowloon, and West Point

Godowns, whose delivery may be obtained.

Optional Cargo will be forwarded on unless

intimation is received from the Consignee

before NOON 1 O'CLOCK requesting it to be landed

here.

No Claims will be admitted after the Goods

have left the Godowns, and all goods remaining

undelivered after the 23rd inst. will be subject

to suit.

All broken, chafed, and damaged goods are to

be left in the Godowns, where they will be

examined on the 23rd inst. at 9.30 a.m.

All Claims must reach us before the 1st

Oct, or they will not be recognized.

No Fire Insurance will be "1"ed.

Bills of Lading will be corrected by the

Undersigned.

NORDEUTSCHER LLOYD,

MELCHERS & Co.,

General Agents

Hongkong, 16th September, 1913. [1084]

WANTED.

ENGLISH LADY, in Japan, seeks post in

Hongkong, as Companion or help; would

take charge of infant or small child.

Apply to—"Daily Press" Office.

Hongkong, 13th September, 1913. [1075]

KULANGSU MUNICIPAL COUNCIL.

AMOI.

APPLICATIONS are invited for the

position of SECRETARY, and

INSPECTOR OF POLICE to the KULANGSU

MUNICIPAL COUNCIL, AMOI.

Applicants should state their age, whether

married or single, and should give full particulars

on the subject of their previous experience. A

Good Working Knowledge of Accounts is

desirable.

Copies only of testimonials need be sent in

with the application.

The successful candidate will Assume Office

on January 1st, 1914.

He shall perform all the duties of Secretary,

and of Inspector of Police and he will have no

European Assistant.

The maximum salary to be paid to such

Secretary will be \$250 (Amoy Currency) per

month, with an annual increase of \$25 per month

to a final maximum of \$300 per month. He will

be provided with uniform, light, fuel, and also

quarters. The quarters will be in the Municipal

Building, and must be occupied by the Secretary

appointed.

Applications must be endorsed "Appointment

of Secretary"; addressed to "The Chairman,

KULANGSU MUNICIPAL COUNCIL, AMOI," and

should reach Amoi not later than September

MESSAGE.

SKILFUL Safety in the General or

Electric.

Miss MORITA,

Care of NITORI HOTEL,

15, 16 and 17, Connaught Road,

Opposite Blake Pier.

Hongkong, 8th May, 1913. [552]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE TWENTY-FOURTH HALF-YEARLY DRAWING of 65 DEBENTURES (1896 issue) of the HONGKONG CLUB, Payable on TUESDAY, the 30th September, 1913, will be held in the CLUB HOUSE at 11 o'clock a.m. on FRIDAY, the 19th September, 1913.

Bearers of Debentures are invited to attend the Drawing.

By Order,
JAMES CRAIK,
Secretary.

Hongkong, 9th September, 1913. [1050]

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS FOR THE 1914 MEETING.

MEMBERS desirous of Subscribing are requested to send their Names to the Undersigned as soon as possible. Lists will be found at the HONGKONG CLUB and at the JOCKEY CLUB'S OFFICE.

H. P. WHITE,
Acting Clerk of the Course.
Hongkong, 9th September, 1913. [1060]

OFFERS ARE INVITED

FOR THE PURCHASE

of the

Board of Trade

SINGLE DECK STEEL SCREW YACHT

"CEYLON."

BUILT 1891. Length 172'; Beam 24';

Depth 13' 3"; Carvel and Clincher Build.

Four Bulkheads. Engines: Compound,

Vertical, Surface condensing. Boilers: Main;

made and fitted in 1904; Donkey, 1903;

H.P. Normal, 83; Indicated 480. Sea Speed,

11 knots. Tonnage: Gross, 310; Registered, 315.

Displacement, 534 tons. Draft: Light, 10' 6";

Loaded, 12' 6".

Saloon Accommodation, 5; Bunker Capacity,

90 tons—14 days full speed at sea.

Full particulars to be obtained from, and offers

to be made to,

WALKER, SONS & Co., Ltd.,

Columbo. [1052]

THE HONGKONG AND CHINA GAS

CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of

GAS to the Public will be Reduced to

\$2.50 per 1,000 Cubic Feet.

By Order of the Directors,

J. McCUBBIN,

Acting Local Secretary and

Resident Engineer.

Hongkong, 9th August, 1913. [953]

NOTICE.

WE have much pleasure in announcing to

our Numerous Patrons and Customers

that we have Opened a NEW SILK STORE

in the most up-to-date Style and Fashion at the

Large and Commodious Premises No. 38 and

40, QUEEN'S ROAD CENTRAL, lately occupied

by Messrs. H. Runtjes & Son, where we are

displaying an entirely new, Handsome and

Georgian Stock of SILK GOODS and

JEWELLERY WARE of all Descriptions in

a Variety of New, Elegant and Attractive

Designs and Patterns.

The Stock Includes a Choice Selection of

Turkish, Persian and Indian SILK CARPETS and

WOOLLEN RUGS in Chaste and Elegant

Patterns.

Prices Specially Reduced for Summer.

Cheapest Store in the Colony.

An Early Visit Earnestly Solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913. [907]

JUST UNPACKED.

GUIPURE LACE (all over piece)—White,

Cream and Black.

NET LACE (all over piece)—White, Cream

and Black.

VEILING—Black, Light, Mid and Dark

Brown, Navy and Gray.

SILK GLOVES—Long and very long for

Evening Wear.

HOOSAIN-ALI & Co.,

10, D'ARQUILL STREET.

Hongkong, 16th September, 1913. [45]

FOR THE SUMMER MONTHS

SPECIALITIES

CORNEO OX TONGUES,

CORNEO BEEF,

CORNEO PORK.

PRESSED BEEF,

GERMAN SAUSAGES.

These are a few of the delicacies offered

for sale by

THE

DAIRY FARM CO., LTD.

28

GRACA & CO.

Pedraza St. (Hongkong Hotel Building),

Dealers in

POSTAGE STAMPS, PICTORIAL

POST CARDS, CIGARS, BOOKS,

TOYS, &c.

Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS.

[842]

INTIMATIONS

LANE, CRAWFORD & Co.

PIANO DEPARTMENT

SPECIAL OFFER FOR TWO WEEKS ONLY

OF THE WHOLE OF OUR STOCK OF

MAGNIFICENT NEW PIANOS

BY BROADWOOD, DORNER, COLLARD, CHALLEN, ETC.

AT ENORMOUS REDUCTIONS

FOR CASH ONLY.

MUSICAL INSTRUMENTS, VIOLINS, BANJOS, MANDOLINES

BRASS INSTRUMENTS AT

HALF-PRICE.

A few of the Bargains are mentioned below—

PIANOS	USUAL PRICE	SALE PRICE
Ebonized Solid Mahogany by Challen & Son	\$575	\$475
Solid Mahogany Cottage by Collard & Collard	\$550	\$450
Ebonized Mahogany Cottage by Collard & Collard	\$600	\$500
Ebonized Mahogany Cottage by Broadwood	\$600	\$500
Ebonized Mahogany Cottage by Broadwood	\$700	\$600
Solid Oak with Polishing Down by Broadwood	\$750	\$600
Ebonized Baby Grand by Broadwood	\$1,300	\$1,000
Ebonized Upright Model by Dorner & Sohn	\$750	\$640
Ebonized Piccolo Grand by Dorner & Sohn	\$1,150	\$970

MUSIC.

VOCAL SCORES:—USUAL PRICE \$4.50, SALE PRICE \$1.00 EACH.

SHEET MUSIC:—SONGS, WALTZES, ETC., USUAL PRICE \$1,

SALE PRICE 50 CENTS EACH.

SOILED SHEET MUSIC 20 CENTS PER COPY, 6 FOR \$1.00.

The above Department will shortly be transferred to Mr. WM. ANDERSON, our

Piano Manager, who will carry on the Business at New Premises.

LANE, CRAWFORD & CO.

[46]

PEEK, FREAN & CO.'S CELEBRATED BISCUITS.

CAN BE OBTAINED FROM—

WING ON CO.

SINCERE CO.

KWONG HIP SHING.

KWONG WAH.

KWONG FOOK CHEONG.

AND OTHER LEADING GROCERS.

SUN CO.

CHEN KWONG.

M. Y. SAN.

M. ALLISON.

SAN KWOK MAN.

AND OTHER LEADING GROCERS.

ASK FOR OUR SPECIAL NOVELTIES:

PATA-CAKE.

SHORTCAKE.

LEMON PUFF CREAM.

CLOTTED CREAM.

Other well-known Biscuits such as Marie, Petit Bourne, Milk, Nice, Osborne, etc.,

are also made by us and Sold at Prices which Compare Favourably with any other Maker's.

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MACWEN, FRICKEL & Co.

1st May, 1913. HONGKONG AND CANTON. 392-2

THE MEDICAL HALL,

TELEPHONE No. 1001.

THE Undersigned beg to notify the Public that they have taken over the Business

known as THE MEDICAL HALL, ICE HOUSE STREET, opposite KING EDWARD

HOTEL, from the 1st September, 1913.

A. KUBY AND W. KORNATZ,

Pharmaceutical Chemists.

Hongkong, 15th September, 1913. [1077]

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JOHNSTONE'S**

"SQUARE BOTTLE"

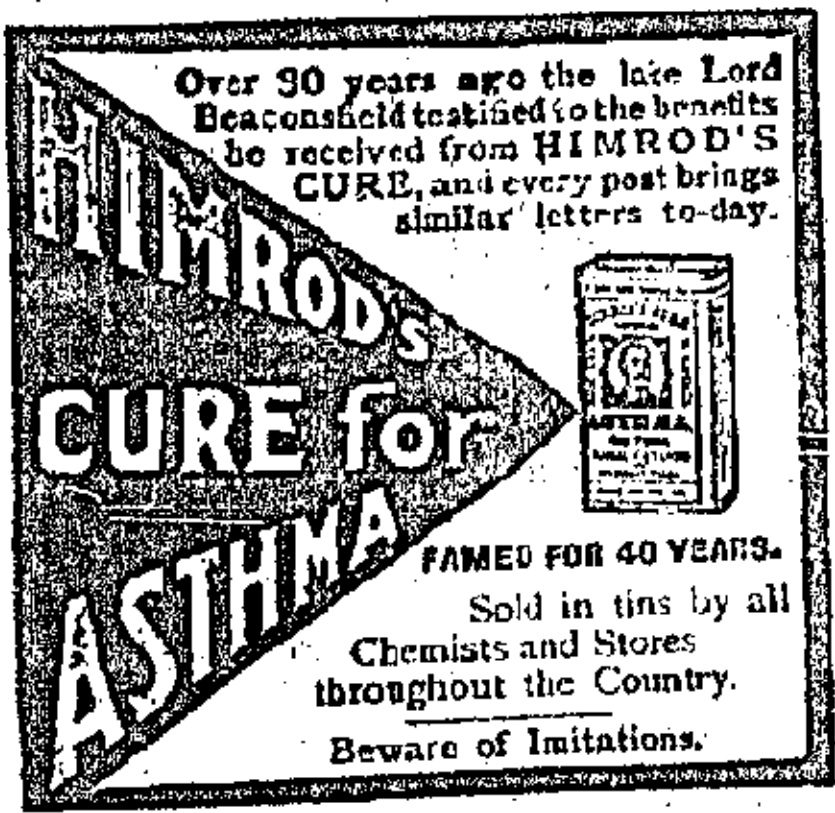
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**THE NEW FRENCH REMEDY.
THERAPION No. 1**
CURE FOR GOUT, RHEUMATISM, GRAVEL, NEURALGIA, MIGRAINE, SCIATICA, BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE BLOOD.
THERAPION No. 2
CURE FOR GOUT, RHEUMATISM, GRAVEL, NEURALGIA, MIGRAINE, SCIATICA, BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE BLOOD.
THERAPION No. 3
CURE FOR GOUT, RHEUMATISM, GRAVEL, NEURALGIA, MIGRAINE, SCIATICA, BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE BLOOD.
SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO: H. LA CHAPELLE, 10, rue de Valenciennes, PARIS.
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SEE THAT TRADE MARK WORD "THERAPION" IS ON EACH BOTTLE. INSIST ON HAVING THERAPION.

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**HONGKONG DAILY PRESS
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NEW AND UP-TO-DATE
**PLANS OF THE SI-KIANG
OR
WEST RIVER.**
PRICE ONE DOLLAR.

Giving all the Important Topics on route
from CANTON to WUCHOW.
Hongkong, 5th April, 1913.

THE CHANNEL TUNNEL.

THE OPINION OF A FRENCH ENGINEER.
M. Sartiaux, chief engineer of the French Northern Railway, and administrator of the French Channel Tunnel Company, has given his views on the proposed tunnel to the *Echo de Paris*. He seems to think that opinion in England has changed in favour of the scheme. He regards the sea passage as a great obstacle to closer relations not only between England and France but between England and the whole of the Continent. In support of this view he quotes statistics of the year 1911 in order to show that the development of passenger traffic between England and France is much more restricted than the corresponding development between France and Germany or France and Belgium, in proportion to the combined populations of the countries concerned. In 1911 there were 2,808,011 travellers between France and Germany out of a combined population of 103,242,000. There were 4,354,540 travellers between France and Belgium and Holland out of a combined population of 32,520,000. On the other hand, there were only 1,302,000 passengers who passed to and fro between England and the principal Continental ports of the Channel, the North Sea, and the Baltic. M. Sartiaux reckons that the average number of journeys which each inhabitant of Great Britain undertakes in his own country every year amounts to 20, whereas there is only one journey undertaken between France and *vice versa* for every 20 inhabitants of both countries. He draws the same conclusions from the statistics of international trade. Between 1904 and 1911 French trade with England increased from £88,780,000 to £116,920,000, or about 30 per cent. During the same period French trade with Germany increased from £47,080,000 to £81,400,000, or an increase of over 70 per cent. Moreover, up to 1911 10,000,000 tons of a total of 12,545,140 tons of goods exchanged between France and England consisted of coal. Coal, therefore, represented about 90 per cent. of the total tonnage of Anglo-French trade. The conclusion drawn by M. Sartiaux is that a tunnel is an economic necessity.

From the strategic point of view M. Sartiaux considers that, apart from the facility with which the tunnel could be flooded or blown up, there would also be on both sides of the Channel great open-air viaducts as approaches to the tunnel in the cliffs, and they would form excellent targets for the British Fleet. The traction in the tunnel would be electric, and the cables could be cut in a moment on one side or the other. But in view of the Anglo-French Entente, people in England are beginning to think that the tunnel would really be advantageous in the interest of national defence.

As to another question, the alleged British fear of the spread of French ideas, M. Sartiaux points out that neither in Belgium nor in Germany, with which communications are so easy, have French ideas in the least displaced the national sentiments or customs. "No," he concludes, "the tunnel will not change British national sentiment, which is so impeccable and so great. Is it not the contrary that will take place?"

THE EFFECT ON BRITISH SHIPPING.
Sir F. S. Cripps writes to the *Times* as follows:—
The greatest objection to the Channel tunnel proposal is not a military one—Sir A. Conan Doyle supposes—but a commercial one. At the present time we are the carriers for the world. Most of the goods to and from our railways, instead of passing over foreign-owned ships, are conveyed in English-owned ships. The tunnel could easily be destroyed in time of war, in which case it could not help the food supply. Again, supposing our food supplies were diverted from English ships to foreign railways and the system became well established, you could not in case of war, involving the closing of the tunnel, suddenly revert to the former plan, as the ships would not be available. Ships cannot be docked during war. It may be answered that a single tunnel would not greatly affect the trade routes. But it must be remembered that if one tunnel is found to answer, a dozen others may follow suit, and so our shipping trade would receive a serious blow. Our shipping trade is supreme and the envy of the world. Why then should we weaken our position?

"JAPANESE RECIPROCITY."

A GERMAN VIEW.
The well-known German periodical, *Die Zukunft*, edited by Herr Maximilian Harden, contains an interesting article by Dr. Papellier, of Kobe, dealing with Japanese reciprocity. Dr. Papellier puts the whole case very succinctly and ably, holding the balance just and even, remarks the *Japan Chronicle*, which summarises the article as follows:—He commences by referring to the trouble over the land question in California, and its effect on Japanese public opinion. After twenty years' residence in Japan, Dr. Papellier is of the opinion that the Japanese would make good citizens if the Americans granted them the right of naturalisation, which is at present denied. Yet, he says, the attitude of the Californian people towards the Japanese is not so very unreasonable when one comes to consider the circumstances. The Japanese have settled in California in great numbers, and the fact is naturally beginning to arouse attention among those residents in the State. This ought not to surprise the Japanese, for what is their attitude towards foreigners settling in their country? Dr. Papellier points out that whereas the Japanese are clamouring for all the rights of land-ownership in America, they have not yet permitted foreigners to own land in Japan. Again, whereas Japanese immigrants are allowed to work as labourers in California, this right is denied to foreign labourers who come into this country. Dr. Papellier recalls that a party of skilled Chinese workmen, imported into Japan by a foreign stevedoring firm in Kobe, had to be sent back to China, as the Japanese law did not permit them to work here. This attitude towards the foreigner is shown in other directions. Dr. Papellier refers to the driving-out of foreign shipping from the Japanese coasting trade, while at the same time efforts are being made with the financial backing of

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LTD.**

TELEPHONE 346.

TABLE GLASSWARE.

NEW STOCKS OF TABLE GLASSWARE CLEAR CRYSTAL.

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A VARIETY OF PLEASING DESIGNS ETCHED PATTERNS.

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VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
in bottles and For Kidney and Kindred troubles, bladder trouble. — Gout. — Gravel. — Arthritis.
VICHY GRANDE-GRILLE For Liver trouble and Bileousness.
VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters. In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"
FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 27th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 15th September, 1913. [1078]

**MOUTRIE'S
PIANOS!
PIANOS!!**

ON HIRE

AT \$10 PER MONTH.

TUNING AND REGULAR ATTENTION INCLUSIVE.

S. MOUTRIE & CO., LTD.



DINNEFORD'S

The Physician's Cure for
Gout, Rheumatic Gout
and Gravel.
Safest and most Effective
Agent for Regular Use.

MAGNESIA

The Universal Remedy for Acidity of the Stomach, Headache,
Heartburn, Indigestion, Sour Eructations, Bilious Affections.

NOTICES TO CONSIGNEES

THE "INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRANI,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed AT THEIR RISK into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained. Goods not cleared by the 18th inst., at 6 p.m., will be subject to rent.

All broken chafed and damaged packages are to be left in the Godowns, where they will be examined on the 18th inst., at 9.30 A.M. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 11th September, 1913. [1075]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"ASSAYE,"

Arrived Hongkong on 11th September, 1913.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where and/or from the wharves delivery may be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, via Suez, to Hongkong.
From Bombay, via Suez, to Hongkong.
From B.A.P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 11th September, 1913.

FROM PORTLAND (OR) AND PUGET SOUND PORTS.

THE H.A.L. Steamship

"C. FERD. LAEISZ,"

Captain Geisel, having arrived, Consignees are hereby notified to send in their Bills of Lading for Consignment, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on 18th inst., at Noon, will, in addition to landing charges, be subject to storage charges.

No Fire Insurance wherewith will be effected. All chafed and otherwise damaged Cargo to be left on board or in the Godown (the examination of same to be held on 23rd inst., at 10 A.M.).

Claims must be accompanied by short delivery notes or list of exceptions taken at the time of delivery to Consignees, and signed for and on behalf of H.A.L.

All Claims must be filed on or before the 3rd inst., otherwise they will not be recognized.

HAMBURG-AMERICA LINE.
Hongkong Office.

Hongkong, 15th September, 1913. [1080]

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Siberia* left Yokohama, for Hongkong via Manila on the 15th September. The United States mail has been transferred to the M.M. str. *Magellan*, due to arrive in Hongkong on the 22nd September.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern*, from Sydney, etc., left Port Darwin on the 9th September for this port via Timor and Manila, and may be expected to arrive here on the 20th September.

The N.Y.K. str. *Inaba Maru* (Australian Line) left Sydney for this port via ports on the 3rd September, and is expected here on the 22nd September.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left Nagasaki on the 13th September, at 6 p.m., and was due to arrive at Shanghai on the 15th September, at 2 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Gneissau*, carrying the German mails, with dates from Berlin of the 20th August, left Singapore on the 13th September, at 1 p.m., and may be expected here on or about the 17th September, at about 7 p.m.

MERCHANT STEAMERS.

The str. *Albatross*, from Yokohama and Kobe, left Moji on the 13th September, p.m., and may be expected here on or about the 17th September, p.m.

The H.A.L. str. *Scandia* left Shanghai on the 14th September, a.m., and may be expected here on or about the 17th September, p.m.

The chartered str. *Kish* left Singapore for this port on the 12th September, at 7 a.m., and is due here on the 18th September, at about 6 a.m.

The str. *Jebunga*, from Calcutta, left Singapore on the 13th September, a.m., and may be expected here on or about the 18th September, a.m.

The T.K.K. str. *Buho Maru* left Manzanillo for Hongkong on the 28th July, and is due in Hongkong on the 20th September.

The N.Y.K. str. *Iyo Maru* (European Line) left Yokohama for this port via ports on the 10th September, and is expected here on the 22nd September.

The N.Y.K. str. *Panang Maru* (Bambay Line) left Bombay for this port via ports on the 9th September, and is expected here on the 26th September.

The N.Y.K. str. *Yokohama Maru* (American Line) left Seattle for this port via ports on the 28th August, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 2nd September, and is expected to arrive here on the 28th September.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Japan* left Port Said on the 7th September, and is expected to arrive here on the 2nd October.

The N.Y.K. str. *Aki Maru* (European Line) left Marseilles for this port via ports on the 6th September, and is expected here on the 8th October.

The N.Y.K. str. *Saio Maru* (American Line) left Seattle for this port via ports on the 9th September, and is expected here on the 12th October.

INDO-CHINA-STEAM NAVIGATION CO., LTD.

Foohsing, from Batavia, is due in Hongkong 22nd September.

Namsang, from Calcutta, is due in Hongkong 25th September.

SHIRE LINE, LIMITED.

Den of Glamis, from London, is due in Hongkong 18th September.

Denbighshire, passed the Canal on 9th September, and is due in Hongkong 18th October.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From HONGKONG: 27th Sept. Connecting with "KATANGA" 12th Oct.
From COLOMBO: 12th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "JELUNGA," 5,206 tons, Capt. J. R. O. Sullivan, will be despatched for YOKOHAMA, KOBE and MOJI on 21st September.
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramsay, will be despatched to SHANGHAI, KOBE and MOJI on 25th September.

WESTWARD.

S.S. "GREGORY APCAR," 4,500 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 17th September, at 3 p.m.
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramsay, will be despatched as above on 23rd September.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.
Hongkong, 15th September, 1913.

PACIFIC MAILS S. C.

THE AMERICAN LINE TO SAN FRANCISCO.

	COMFORT.	FROM HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.		SHANGHAI, NAGASAKI.
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea).
KOREA 18,000 tons, twin screws.		YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE 11,000 tons.		Pacific) through Service via
CHINA 10,200 tons.		NEW YORK to Europe.
PERSIA 9,000 tons.		
	SPEED.	

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST.—By this route to London with its unrivalled opportunities is £71-10-0, for a return ticket £141-0-0. To San Francisco via Japan and Honolulu the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL RATES to Army and Navy Officers, Diplomatic, Consular and Civil Service, on application.

STEAMERS	Tons	Sailing
KOREA	18,000	SATURDAY, 20th Sept., at 1 p.m.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 p.m.
CHINA	10,200	TUESDAY, 14th Oct., at Noon.
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 p.m.
NILE	11,000	TUESDAY, 28th Oct., at 9.45 a.m.
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 p.m.
PERSIA	9,000	TUESDAY, 25th Nov., at Noon.
KOREA	18,000	TUESDAY, 9th Dec., at 1 p.m.

* INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between Korea and YOKOHAMA Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
14th Oct. CHINA	16th Oct.	24th Sept. SIBERIA	26th Sept.
28th Oct. NILE	30th Oct.	2nd Oct. CHINA	4th Oct.
25th Nov. PERSIA	27th Nov.	9th Oct. MANCHURIA	11th Oct.
30th Dec. CHINA	1st Jan.	18th Oct. NILE	20th Oct.
10th Jan. NILE	12th Jan.	30th Oct. MONGOLIA	1st Nov.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
R. C. MORTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For	STEAMER	To Sail.
SHANGHAI, KOBE and	ARMAND BEHIC	On 21st Sept.
YOKOHAMA	Capt. Rat	
MARSEILLES via PORTS	MAGELLAN	On 23rd Sept., at 1 p.m.

TRANS SHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers or their arrival in Marcellles.

For further particulars apply to
S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, "YEDDO"		7,200	On 19th Sept.
KOBE and MOJI "PEKING"		6,500	On 28th Sept.
"JAPAN"		9,000	About 2nd Oct.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

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HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

WEDNESDAY, 17 SEPT., 1913.

8 a.m. HEUNGSHAN. | 8 a.m. HONAM.
10 p.m. KINSHAN. | 5 p.m. FATSHAN.

THURSDAY, 18 SEPT., 1913.

8 a.m. HONAM. | 8 a.m. HEUNGSHAN.
10 p.m. FATSHAN. | 5 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. | S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.
SUNDAY, 21 SEPTEMBER, 1913.

The Company's Steamship "HEUNGSHAN"

Will depart from the Company's CANTON STEAMERS' WHARF at 9 a.m. and return from Macao at 4 p.m.
N.B.—There will be no Sailings on Sunday from Macao at 7.30 a.m. and from Hongkong at 12.30 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANDI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and	IYO MARU	12,500	WED. DAY, 24th Sept., at Daylight.
ANTWERP, via SINGA-	Capt. Hirasu,		
PORE, PENANG, COLOMBO,	HURANO MARU	16,000	WED. DAY, 8th Oct., at D'light.
SUEZ and PORT SAID	Capt. H. Fraser,		
VICTORIA, B.C., and	SADO MARU	12,500	TUESDAY, 23rd Sept., at 4 p.m.
SEATTLE via KEELUNG,	Capt. Asakawa,		
SHANGHAI, MOJI, KOBE,	YOKOHAMA MARU	12,500	TUESDAY, 7th Oct., at Noon.
YOKOHAMA, SHIMIDZU	Capt. B. Wada,		
and YOKOHAMA	KUMANO MARU	9,300	WED. DAY, 24th Sept., at Noon.
SYDNEY and MELBOURNE,	Capt. M. Winkler,		
via MANILA, THURSDAY	INABA MARU	12,500	WED. DAY, 22nd Oct., at Noon.
ISLAND, TOWNSVILLE	Capt. Tomimaga,		
and BRISBANE	CEYLON MARU	12,000	MONDAY, 22nd September.
CALCUTTA via SINGAPORE	Capt. Noguchi,		
PENANG & RANGOON			
BOMBAY via SINGAPORE	KAMAKURA MARU	12,500	THURSDAY, 18th September.
and COLOMBO	Capt. T. Hori,		
KOBE and YOKOHAMA	KAMO MARU	16,000	THURSDAY 25th Sept., at 11 a.m.
SHANGHAI, KOBE and	Capt. K. Kawara,		
YOKOHAMA	KANAGAWA MARU	12,500	MONDAY, 29th September.
NAGASAKI, KOBE & YOKOHAMA	Capt. Machida,		
SHANGHAI, MOJI and KOBE	INABA MARU	12,500	TUESDAY, 23rd Sept., at 5 p.m.
	Capt. Tomimaga,		
	PENANG MARU	12,000	SATURDAY, 27th September.
	Capt. Murazumi,		

§ Fitted with New System of Wireless Telegraphy. Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months—Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$61	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[11-12-1]

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamers	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	Colombo.	SHANG.	HONG.	from Colombo to MARSEILLES and LONDON	MARSEILLES	Portsmouth (London 1 day later)
Jan. 8	EGYPT	10 p.m. Tues.	1 p.m. Satur.	MOOLTAN	Saturday Feb. 14	Friday Feb. 20
Jan. 22	DEVANHA	Jan. 13 Jan. 17	Jan. 31	MOBEA	Feb. 28	Mar. 6
Feb. 5	CHINA	Jan. 27 Jan. 31	Feb. 10	MAJOA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 10 Feb. 14	Feb. 24	MARMOHA	Mar. 28	Apr. 5
Mar. 5	INDIA	Mar. 10 Mar. 14	Mar. 28	MOLDAVIA	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24 Mar. 28	Mar. 31	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA	Apr. 7 Apr. 11	Apr. 14	MONGOLIA	May 9	May 15
Apr. 16	DELTA	Apr. 21 Apr. 25	Apr. 28	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5 May 9	May 12	MOOLTAN	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marcellles are as follows:—				LONDON	
1st Saloon	"A"	Accommodation Single	£55.	Return	£97.
	"B"	"	£39.	"	£59.
2nd Saloon	"A"	"	£44.	"	£66.
	"B"	"	£40.	"	£60.
				MARSEILLES	
1st Saloon	"A"	Accommodation Single	£61.	Return	£91.
	"B"	"	£55.	"	£83.
2nd Saloon	"A"	"	£42.	"	£63.
	"B"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SHILLES	Due at LONDON
BORNEO	about Jan. 6	about Jan. 17	about Jan. 21	about Jan. 27	about Feb. 23	about Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 13
NTANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NOBE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NOBE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
NILE	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
MALTA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 23
SUMATRA	Apr. 14	Apr. 25	Apr. 29	May 5	June 3	June 12
NUBIA	Apr. 28	May 9	May 13	May 20	June 18	June 27
NAMUR						

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £50 Single: £75 Return.

2nd Saloon £35 " " £50 " "

FARES TO MARSEILLES:

1st Saloon £46 Single.

2nd Saloon £35 " "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—
F. A. HEWETT,
SUPERINTENDENT.

[58]

SAN FRANCISCO
SCENIC ROUTE
TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU 22,000 tons.
S.S. CHIYO MARU 22,000 tons.
S.S. SHINYO MARU 22,000 tons.

AND
S.S. NIPPON MARU 11,000 tons. (Intermediate.)
S.S. HONGKONG MARU 11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Foremost Advances in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

57] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 1st October.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Langnau, Paris, Calais or Boulogne, Class I £3.15, II £2.1.6.

BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Inverno, Bâle, Leon, Calais or Boulogne, Class I £2.15, II £2.1.6.

BY RHEIN-RODAR EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9.

BY TAUBERN EXPRESS:
Via Munich, Cologne, Hook

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES...	NYANZA Capt. H. N. Rivers, R.N.R.	10 A.M. 17th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	CHINA Capt. C. H. S. Toque, R.N.R.	About 22nd Sept.	Freight and Passage.
SHANGHAI	CHINA Capt. C. H. S. Toque, R.N.R.	About 25th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS OF CANAL	ASSAYE Capt. G. J. Caldwell	Noon, 27th Sept.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th September, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SUNGKIANG"	On 17th Sept. 10 A.M.
SHANGHAI	"ANHUI"	On 18th Sept. 4 P.M.
SHANGHAI	"KALGAN"	On 20th Sept. 11 A.M.
MANILA, CEBU AND ILOILO	"CHINHUA"	On 23rd Sept. 4 P.M.
WEIHAIWEI & TIENTSIN	"LUICHOW"	On 25th Sept. 4 P.M.
SHANGHAI	"LUICHOW"	On 25th Sept. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUICHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast scheduled service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 17th September, 1913. Telephone 36. AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK
and from MANILA, HONGKONG and JAPAN to
VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantian, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBE AND YOKOHAMA:	FOR HAVRE, BREMEN & HAMBURG:
S.S. ALBENGA ... 20th Sept	S.S. BOANDA ... 17th Sept.
S.S. SUBDMARK ... 23rd Sept	FOR NEW YORK:
S.S. C. FERD. LAEISZ ... 30th Sept	S.S. AMBRIA ... 19th Sept.
S.S. ARABIA ... 30th Oct.	FOR HAVRE, ANTWERP & HAMBURG:
S.S. SEGOVIA ... 25th Oct.	S.S. GRAECIA ... 22nd Sept.
S.S. ANDALUSIA ... 5th Nov.	FOR VANCOUVER, SEATTLE and/or TACOMA
S.S. SAKURA ... 13th Nov.	& PORTLAND (Or.)
S.S. ALTMARK ... 20th Nov.	S.S. C. FERD. LAEISZ 30th Sept.
S.S. SITHONIA ... 20th Nov.	FOR HAVRE & HAMBURG:
	S.S. SENEGAMBIA ... 30th Sept.
	FOR MARSEILLES, BREMEN & HAMBURG:
	S.S. SPEZIA ... 3rd Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th September, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 19th Sept., at 11 A.M.
"JAITAN"	Capt. J. S. Roach	TUESDAY, 23rd Sept., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	THURSDAY, 18th Sept., at 11 A.M.
		SUNDAY, 21st Sept., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Ulako Pier).

For Freight and Passage, apply to—

DOUGLAS, LIPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 17th September, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	20th September	On 19th Sept., 11 A.M.
EASTERN	11th October	On 10th Oct., 11 A.M.
ALDENHAM	1st November	On 31st Oct., 11 A.M.
EMPIRE		On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
& State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

74

GIBB, LIVINGSTON & Co.,
AGENTS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., Noon.
SHINYO MARU	H. E. Smith	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Greene	FRIDAY, 26th Sept., at Noon.
NIPPON MARU	A. G. Stevens	WEDDAY, 3rd Oct., at Noon.
TENYO MARU	E. Bent	TUESDAY, 11th Nov., at Noon.

THE S.S. "HONGKONG MARU" will be despatched for SAN FRANCISCO via
MANILA, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on
FRIDAY, the 19th September, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA,
HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ,
CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS

TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the

CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"PANAMA MARU"	J. Kanoo	WEDDAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDDAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	K. Hori	
"TACOMA MARU"	T. Hamada	

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI,
SHIMIZU and YOKOHAMA.Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIZU and
YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for

carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM,

PENANG AND COLOMBO.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept. 4 P.M.
"INDO MARU"	K. Komiya	THURSDAY, 25th Oct. 4 P.M.
"LUZON MARU"	A. Yamamoto	

FOR MOJI, KOBE AND YOKKAICHI.

"INDO MARU" ... K. Komiya ... SATURDAY, 20th Sept., P.M.

"LUZON MARU" ... H. Yamamoto ... THURSDAY, 30th Oct., P.M.

"SAIGON MARU" ... T. Yamaguchi ...

CHINA AND FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

"KAISO MARU" ... Y. Yamamoto ... Leaving

FOR TAMSUI VIA SWATOW AND AMOY.

"DAIJIN MARU" ... Leaving

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

"SHOSHU MARU" ... T. Fuchigami ... THURSDAY, 18th Sept., at 10 A.M.

FOR CANTON.

"SHOSHU MARU" ... T. Fuchigami ... Leaving

These Steamers of Coast and Formosa Line have Excellent accommodation for First

and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour

Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 24th Sept., 4 P.M.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 4th Oct., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewardess Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers.

Hongkong, 15th September, 1913.

PHILIPPINES S.S. Co.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD. HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 3' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing
conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon

at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." [449]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	—	—	JAVA	First half of September.
TJIKINI	JAPAN	Second half of September.	JAVA	Second half of September.
TJIBODAS	JAVA	Second half of September.	SHANGHAI	Second half of September.
TJIMAH	JAPAN	Second half of September.	JAVA	Second half of September.
TJIMANOEK	JAVA	Second half of September.	JAPAN	Second half of September.
TJILATJAP	JAPAN	First half of October.	JAVA	First half of October.
TJIPANAS	JAVA	First half of October.	SHANGHAI	First half of October.
TJILIWONG	JAPAN	First half of October.	JAVA	First half of October.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor. Telephone No. 375.

Hongkong, 10th September, 1913. 16

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"TAIYUAN"	17th September.	24th September.
"CHANGSHA"	27th October.	31st October.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of
Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout
and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares.
Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 12th September, 1913. Telephone No. 36. AGENTS. [1070]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"LUETZOW" Capt. H. Textor	17,300	Thursday, 18th Sept., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"GNEISENAU" Capt. Fr. Rehm	16,000	About Wednesday, 17th Sept.
MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. L. Klugkrist	6,750	Saturday, 4th Oct., at 9 A.M.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. Koblner	5,000	End of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphy
New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 16th September, 1913. [4]

